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AIRCRAFT OWNERS AND PILOTS ASSOCIATION is highly critical of legislation passed by the Senate last week that would permit U.S. drug enforcement agents to shoot down general aviation aircraft that fail to respond to orders to land (see related article below). AOPA said such action would put innocent people at risk, noting that out of 1,400 Customs air interdiction missions, only 134 resulted in drug seizures.

LONG-AWAITED Request For Proposals for the Tanker-Transport-Training System will be issued Aug. 28, the Air Force said last week. In an Aug. 2 Commerce Business Daily notice the service said it "has a requirement to acquire a TTTS consisting of commercial derivative, twin-engine turbofan, business type jet aircraft, simulators, other training devices, support equipment, spare parts, courseware, engineering data, technical manuals and contractor logistics support necessary to perform Air Training Command's Specialized Undergraduate Pilot Training (SUPT)." Air Force is expected to acquire 211 TTTS aircraft (BA, Feb. 6/41).

GULFSTREAM AEROSPACE Chairman Allen Paulson is wasting no time implementing a memorandum of understanding with Soviet officials on joint development of a supersonic business jet. Paulson and Soviet officials signed the MOU at the Paris Air Show and a delegation from the Sukhoi Design Bureau is scheduled to make a familiarization visit to Gulfstream's facilities in Savannah, Ga. next month (BA, June 26/201). Following discussions in this country, the Soviet party and Gulfstream officials will fly—via Gulfstream IV of course—to the Soviet Union for additional talks and a tour of facilities there.

BILL AUTHORIZES ANTI-DRUG FORCES TO SHOOT DOWN GA AIRCRAFT

Senate last week approved an amendment to the Defense Department authorization bill which allows Federal law enforcement agencies, including the Coast Guard, Customs Service, and Drug Enforcement Agency to use "appropriate force" to compel general aviation aircraft with suspected drug traffickers on board to comply with instructions to land their aircraft. Amendment passed by voice vote after a motion to table it lost on a vote of 45 in favor, 55 against.

Amendment to S.1352, which was introduced by Sen. Mitch McConnell (R-Ky.), states "whenever any aircraft liable to seizure on the grounds that narcotics are being transported does not land on being ordered to do so...the person in charge of the authorized aircraft may, after a gun has been fired by the authorized aircraft as a warning signal, fire at or into the aircraft which does not land." Early last year, the Drug Policy Board considered allowing U.S. Customs and Coast Guard officials to shoot down general aviation aircraft suspected of smuggling drugs. Following protests from general aviation groups, then Attorney General Edwin Meese said the proposal was no longer being considered (BA, April 4, 1988/107). Late last month, at a press conference to announce an airport neighborhood watch program with the Aircraft Owners and Pilots Association, outgoing Customs Commissioner Willam von Raab, said as far as he knew, shooting down small aircraft "was constitutional, but we have no plans to put the practice into effect" (BA, July 31/33).

Sen. John McCain (R-Ariz.) said while the thrust of the amendment was "laudable, there are too many questions at this point in time before we could support an amendment which really calls for a

(Continued on the following page)

NOW ONLINE WORLDWIDE

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1989 TWIN TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	OPER	PURP	FTL	DAM
89-02-13	BK-117	Hit power lines operating in marg. wx.	N7025L	TX	Cru	Comm	EMS	3	D
02-22	S-76A	Crash during operation in marginal wx.	N767CA	PA	Cru	Corp	Pass	2	D
03-23	B-222	Lost directional control in hover turn	N5008Q	CO	Hover	Pers	Pass	-	S
03-26	AS-355	Control erratic during landing flare	N84MH	CA	Ldg	EMS	EMS	-	S
03-27	BK-117	Struck unlit tower during EMS operation	N39187	NC	Cru	County	EMS	2	D
03-27	S-76A	Hit rotors of other S-76 during landing	N760P	NY	Ldg	Corp	Pass	-	S
03-27	S-76A	Main rotors hit by landing S-76A	N586C	NY	Pkd	Corp	Pass	-	S
03-28	S-76A	During taxi, S-76 hit parked B-222	N30DJ	NY	Txi	Corp	Pass	-	M
03-28	B-222	While parked, struck by taxiing S-76A	N65WT	NY	Pkd	Corp	Pass	-	M
04-14	AS 355F2	Tail rotor struck site support bar ldg.	N225CC	NV	Ldg	Pers	Ferry	-	S
05-05	B-412	Exploded shortly after lift off	JA9596	China	App	Comm	O.S.	10	D
05-06	B-412	Crash following severe vibration inflt.	N524EH	AK	Cru	Comm	Ferry	-	D
05-07	BO105CBS	Impacted water near oil rig platform	N2785B	GM	Cru	Comm	O.S.	1	D

Source: Robert E. Breiling Associates

Information presented is based on preliminary reports and may change as the investigation continues.

* N - None; M - Minor; S - Substantial; D - Destroyed

CAMPANELLA NAMED PRESIDENT, CEO OF JET AVIATION HOLDINGS -- Thomas Hirschmann, president of the Jet Aviation Group of Companies AG, headquartered in Switzerland, last week named Joseph J. Campanella as president and chief executive officer of Jet Aviation Holdings, Inc., the U.S. operation that includes fixed-base operations in Boston, Palm Beach, Morristown and Teterboro, N.J. and Denver. As previously reported (BA, July 31/37), Campanella has most recently been president and chief operating officer of The Singer Co., where he will retain a seat on the board of directors. Campanella is most widely known in the business aviation industry for his direction of worldwide operations of Honeywell Aviation Systems. He also had served as president of Sperry Aerospace Group, which was acquired by Honeywell in late 1986.

NBAA QUESTIONS FAA RULE CONCERNING DWI CONVICTIONS -- National Business Aircraft Association last week questioned the "fundamental fairness" of the Federal Aviation Administration's proposed rule which would permit the agency to suspend or revoke certificates of pilots with "recent history" of driving while intoxicated (BA, May 22/163).

In a letter to FAA, NBAA President Jonathan Howe said while NBAA "strongly supports FAA's efforts to eliminate operations by any airman with a disqualifying drug or alcohol condition," the association is "troubled by FAA's own statement that there is no significant correlation between convictions for driving under the influence of alcohol or drugs and flying fatalities or accidents."

Because of the wide range of disposition of motor vehicle DWI and DUI cases which may not meet the legal definition of "conviction," fuller disclosure by the pilot may be appropriate to assure proper medical evaluation, Howe said, but that information should only "be used as a part of the airman's overall medical evaluation, not an independent basis for taking action against an airman certificate." Howe said NBAA also recognizes that FAA "probably has authority under an 'implied or expressed consent' to require an airman to authorize release of information from the National Driver Register. However, we strenuously object to the use of this information for purposes other than assisting the AME or Federal Air Surgeon in a medical evaluation." National Air Transportation Association wrote to FAA earlier, expressing similar concerns (BA, July 31/35).

33 TURBINE-HELICOPTER ACCIDENTS REPORTED IN FIRST HALF -- There were 33 accidents or incidents involving turbine-powered helicopters in the first six months of 1989 that resulted in 24 fatalities, according to information compiled by Robert E. Breiling Associates. A brief description of the accidents/incidents during the first half of 1989 is shown in charts on the back of Pages 43-44. Breiling Associates has specialized in the compilation and analysis of business aircraft accident statistics for approximately 20 years. The company has published, and has available for sale, a number of comprehensive reports on different aspects of business aviation.

DREW STEKETEE NAMED TO HEAD PARTNERSHIP FOR IMPROVED AIR TRAVEL -- Drew Steketee, a veteran public affairs official with a diverse background in the aviation industry, was selected as the full-time executive director of the Partnership for Improved Air Travel. Steketee, who has been director of corporate communications at Beech Aircraft since March of 1987, will head operations of the aviation coalition designed to generate grassroots support for expansion of the national air transportation system.

Herbert Kelleher, chairman of Southwest Airlines and chairman of PIAT, said Steketee's appointment "brings us to the next phase of the partnership's evolution as the unified voice of aviation's grassroots constituency." In the first 18 months of its existence, PIAT has been managed by the public relations firm of Burson-Marsteller. "Our very success means that we have now reached the point where we need a full-time executive director to work with Burson-Marsteller and our member group," Kelleher said.

Before joining Beech, Steketee had been director of communications for the General Aviation Manufacturers Association and prior to that had been with the Airport Operators Council International. He is a licensed pilot. He will assume his new duties in mid-August and his office will be located in the same building as the Air Transport Association, which will provide administrative support. The partnership has a membership of 170,000 frequent flyers, 7,800 community leaders and 43 national supporting organizations, including most of the major general aviation interest groups. Most of the financial support for PIAT has been provided by the major airlines and Boeing.

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1989 SINGLE TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	OPER	PURP	FTL	DAM
89-01-03	B-206B	Power loss, hit rig during autorotation	N2270 4	GM	Hover	Comm	O.S.	-	D
01-08	B-206B	Tail rotor shaft failure during hover	N16733	UT	Hover	Comm	Pass	-	S
01-09	B-206L	Crash ldg. following uncontrolled yawing	N27555	GM	Ldg	Comm	O.S.	-	D
01-12	H-500D	Directional control lost during hover	N5074R	AK	Hover	Comm	Pass	-	S
02-02	H-500	Loose external cargo cable struck rotor	N1097G	NH	Hover	Bus	Ext.Ld	-	S
02-23	B-206B	Hard landing following engine surging	N5754J	NJ	Ldg	Bus	Pass	-	S
03-15	B-206B	Rolled over on TO during training flight	N131AT	CA	TO	Comm	Tra	-	S
03-22	B-206B	Turbine failure following liftoff	N5004F	GA	TO	TV	Patrol	-	S
03-30	H-369D	Engine failure during climb, hard ldg.	N5108E	CA	Clb	Comm	Cargo	-	S
04-05	B-206B3	Crash during high elevation takeoff	N16733	UT	TO	Comm	Pass	-	S
04-27	B-206A	Power loss during TO, hard ldg. followed	N273E	NJ	TO	Comm	Pass	-	S
05-12	B-206	Engine failure, autorotated into water	N22316	GA	Cru	Comm	O.S.	-	S
05-17	B-206B3	Control lost maneuv. with external load	N5013C	ID	Hover	Comm	Ext.Ld	-	S
05-17	B-214B	Tail rotor struck tree during logging	N614RM	UT	Hover	Comm	Ext.Ld	-	S
05-20	AS-350	Collided with terrain while hovering	N60038	HI	Hover	Comm	Pass	-	D
05-25	B-206B	Collided with power lines on ferry flt.	N49608	AZ	Cru	Comm	Ferry	1	D
05-30	B-206B3	Forced landing following power loss	N2756Y	ID	Ldg	Comm	Pass	-	S
06-01	B-206L3	Crash climb following EMS pickup, night	N76KM	MT	TO	Comm	EMS	4	D
06-02	B-206L1	Practice autorotation, hard landing	N992PT	LA	Ldg	Bus	Tra	-	S
06-15	AS-350B	Collided with ridge during marg.wx.ops.	N160EH	AK	Cru	Comm	Pass	1	D

Source: Robert E. Breiling Associates

Information presented is based on preliminary reports and may change as the investigation continues.

* N - None; M - Minor; S - Substantial; D - Destroyed

BUSINESS/PERSONAL AIRCRAFT INDUSTRY - SECOND QUARTER UNIT SHIPMENTS

		2nd Quarter 89	Cal. Year
AEROSPATIALE GENERAL AVIATION			
• Single-Engine			
TB-9	Tampico	6	10
TB-10	Tobago	6	8
TB-20	Trinidad	31	44
TB-21	Trinidad TC	4	5
TOTAL		47	67
BEECH AIRCRAFT CORP.			
• Single-Engine			
BE-F33A	Bonanza	30	58
BE-A36	Bonanza	12	28
BE-36TC	Bonanza	3	5
• Multi-Engine			
BE-58	Baron	5	11
BE-58P	Baron	0	0
BE-76	Duchess	0	0
BE-C99	Airliner	0	0
BE-C90-1	King Air	8	13
BE-F90-1	King Air	0	0
BE-200	Super King Air	10	16
BE-200C	Super King Air	0	0
BE-200T	Super King Air	0	0
BE-300	Super King Air	7	12
BE-1900C	Commuter	12	20
Beechjet 400		5	7
BE-1300		0	0
TOTAL		92	170
BRITISH AEROSPACE			
• Multi-Engine			
BAe	Jetstream 31	8	13
BAe 146-100		0	0
BAe 146-200		*	5
BAe 146-300		*	2
HS-125 Model A		7	11
HS-125 Model B		8	12
TOTAL		23	43
PILATUS BRITTEN-NORMAN			
• Multi-Engine			
BN-2B	Islander	1	2
BN-2T	Islander	0	0
Mark III	Trislander	0	0
TOTAL		1	2
CANADAIR			
• Multi-Engine			
CL-601-3A		5	8
TOTAL		5	8
CESSNA AIRCRAFT CO.			
• Single-Engine			
CE-208	Caravan I	5	9
CE-208B	Caravan IB	15	28
• Multi-Engine			
CE-406	Caravan II	2	5
CE-550	Citation II	13	19
CE-S550	Citation S/II	0	1
CE-650	Citation III	3	8
CE-560	Citation V	4	4
TOTAL		42	74
AVION-MARCEL DASSAULT			
• Multi-Engine			
AD-My.10	Falcon	0	3
AD-My.20	Falcon	0	1
AD-My.200	Falcon	0	0
AD-My.50	Falcon	1	4
AD-My.900	Falcon	6	9
TOTAL		7	17
DE HAVILLAND AIRCRAFT OF CANADA			
• Multi-Engine			
DHC-5	Buffalo	0	0
DHC-6	Twin Otter	0	0
DHC-7		0	0
DHC-8	Dash 8	7	21
TOTAL		7	21

		2nd Quarter 89	Cal. Year
EMBRAER			
• Single-Engine			
EMB-201A	Ipanema	3	7
EMB-711ST	Corison II	1	7
EMB-712	Tupi	1	2
EMB-720	Minuano	1	5
• Multi-Engine			
EMB-110	Bandeirante	0	0
EMB-120	Brasilia	1	12
EMB-121	Xingu	0	0
EMB-810D	Seneca II	7	14
EMB-820		0	0
EMB-821	Carajah	1	3
TOTAL		15	50
FAIRCHILD AIRCRAFT			
• Multi-Engine			
Merlin III-C		0	0
Fairchild 300		0	0
Merlin IV-C		0	0
Metro III		3	7
Expediter		0	0
TOTAL		3	7
GULFSTREAM AEROSPACE			
• Multi-Engine			
G-1159A	Gulfstream III	0	0
G-IV	Gulfstream IV	11	18
TOTAL		11	18
ISRAEL AIRCRAFT INDUSTRIES			
• Multi-Engine			
1124	Westwind 1	*	0
1124A	Westwind 2	*	0
1125	Astra	*	1
TOTAL		*	1
LAKE AIRCRAFT			
• Single-Engine			
LA-4-200EP		0	0
LA-250	Renegade	7	13
TOTAL		7	13
LEARJET CORP.			
• Multi-Engine			
LR-31		2	2
LR-35A		0	1
LR-36A		0	0
LR-55F		0	0
LR-55C		1	2
TOTAL		3	5
MAULE AIR INC.			
• Single-Engine			
M-5-180C		0	0
M-5-200		0	0
M-5-235C	Lunar Rocket	0	1
M-6-235		2	3
MX-7-180	Lunar Rocket	0	3
M7-235	Super Rocket	4	6
MX-7-235		2	4
TOTAL		8	17
MOONEY AIRCRAFT CORP.			
• Single-Engine			
M-20J	201 Lean Machine	18	27
M-20J	205	0	0
M-20K	231	0	0
M-20K	252	6	10
M-20L	PFM	2	3
TOTAL		26	40
PIPER AIRCRAFT CORP.			
• Single-Engine			
PA-18-150	Super Cub	13	26
PA-28-161	Warrior	8	12
PA-28-161	Cadet	50	115
PA-28-281	Archer II	12	20

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		2nd Quarter 89	Cal. Year
PA-28-236	Dakota	4	6
PA-28R-201	Arrow IV	9	12
PA-28RT-201T	Turbo Arrow IV	1	2
PA-32-301	Saratoga	3	7
PA-32R-301	Saratoga SP	3	5
PA-32R-301T	Turbo Saratoga SP	0	0
PA-46-310P	Malibu	0	1
PA-46-350P	Mirage	33	44
• Multi-Engine			
PA-34-220T	Seneca III	14	26
PA-31-500	Cheyenne IA	0	0
PA-31-620	Cheyenne IIXL	0	0
PA-42-720	Cheyenne III	0	0
PA-42-720	Cheyenne IIIA	0	1
PA-42-1000	Cheyenne 400LS	0	2
TOTAL		150	279

	2nd Quarter 89	Cal. Year
SHORT BROTHERS		
• Multi-Engine		
SD-3-30	*	*
SD-3-60	*	*
TOTAL	*	*
SINGLE-ENGINE	295	536
MULTI-ENGINE	152	296
GRAND TOTAL	447	832

UNIT SHIPMENTS COMPARATIVE TREND: 18 MANUFACTURERS

	2nd Quarter			Calendar Year To Date		
	1989	1988	1987	1989	1988	1987
Aerospatiale	47	23	16	67	30	47
Beech	92	78	56	170	180	130
British Aerospace	23	28	34	43	47	49
Britten-Norman	1	3	4	2	5	14
Canadair	5	5	7	8	10	9
Cessna	42	36	51	74	69	101
Dassault	7	12	2	17	23	11
DeHavilland	7	*	15	21	6	20
Embraer	15	25	36	50	35	56
Fairchild	3	5	16	7	8	21
Gulfstream	11	9	12	18	21	17
Israel	*	2	5	1	8	5
Lake	7	9	8	13	18	10
Learjet	3	5	3	5	11	4
Maule Air	8	18	14	17	33	35
Mooney	26	40	40	40	75	73
Piper	150	69	110	279	134	169
Shorts	*	2	2	*	7	3
TOTAL	447	369	431	832	720	774

* Figures not available

BUSINESS AVIATION BRIEFS

NORTH AMERICAN VENTURES, INC. said Friday it has granted a purchase option to Pinnacle Company, a private investment group, "to acquire all of the assets of its Buxton, Inc. subsidiary in exchange for assuming all of Buxton's obligations and liabilities, except for those related to its parent." NAVI, which also owns Butler Aviation, had previously announced the sale of its Butler Service Group subsidiary for $56 million (BA, March 20/90). That sale was never consummated, and NAVI subsequently indicated it was exploring other options to reduce its outstanding debt.

* * *

UNITED KINGDOM'S Department of Trade and Industry has decided to permit an increase in the limitation on foreign-held shares in British Aerospace plc from 15 percent to 29.5 percent (BA, July 31/36). Implementation of the change is subject to approval by existing shareholders who will vote on the matter at a special Aug. 16 general meeting.

* * *

DENNIS J. PICARD became president of Raytheon Company on Aug. 1, succeeding R.G. Shelley, who recently retired. Picard, 56, had been general manager of the company's Missile Systems Division in Bedford, Mass. Raytheon is the parent company of Beech Aircraft.

* * *

AVIATION SECURITY: STRATEGIES FOR THE '90s is being offered by McGraw-Hill, Inc., publisher of The Weekly of BUSINESS AVIATION. The 100-page report was written by aviation security expert Frank G. McGuire who questions the current U.S. anti-terrorist strategy of relying on high-tech, expensive hardware and large numbers of security personnel. The report is priced at $195. To order a copy or to obtain more information, contact: Michele Stuart at 1156 15th St., N.W., Suite 600, Washington, D.C. 20005 or call (202) 822-4669.

* * *

LTV AIRCRAFT PRODUCTS GROUP received a $36 million contract from the Canadair division of Bombardier, Inc. to produce engine nacelles for Canadair's new 50-passenger Regional Jet aircraft.

* * *

PAN AM WORLD SERVICES, a subsidiary of Johnson Controls will assume responsibility for several facility management contracts previously held by FlightSafety Services Corp. Contracts involve operations at three naval bases in the U.S. As part of the agreement, Pan Am World Services will acquire certain assets associated with the contracts.

* * *

SAFETY AND SYSTEMS MANAGEMENT Institute at the University of Southern California will hold several aviation related classes during November and December. Included are: The Role of the Technical Witness in Aviation Litigation, Nov. 1-2; Safety Management for Aviation Maintenance, Nov, 13-17; Human Factors in the Aircraft Cockpit, Nov. 13-17; Gas Turbine Engine Accident Investigation, Nov. 27-Dec. 1; and Aviation Safety Program Management, Dec. 4-15. For information on any class, call (213) 743-6523; FAX: (213) 745-6769.

* * *

JOHNSON HILL PRESS, publisher of FBO magazine has announced the start up of a new aviation publication, Aircraft Technician. Magazine, which will premier in late September, will be targeted exclusively at corporate, commuter, and general aviation technicans. Mike Murrell, publisher of FBO, will also serve as publisher of the new magazine. Greg Napert has been named editor. Kathy Bailey has been named associate publisher.

* * *

FLIGHTSAFETY's King Air 300 simulator, located at the Houston Learning Center, has received FAA Phase II approval.

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	Current Month	Year-To-Date
RECEIPTS		
Excise Taxes (Transferred from General Fund):		
Liquid Fuel other than Gas	$ 14,924,000.00	$ 464,166,000.00
Transp by air,seats,berths,etc	262,256,000.00	2,073,456,000.00
Use of International travl fac	8,372,000.00	65,866,000.00
Transp of property and cargo	14,097,000.00	117,712,000.00
Gasoline:		
1. Commercial 9 cents tax	218,000.00	1,625,000.00
2. Noncommercial 9 cents tax	1,814,000.00	10,819,000.00
3. Noncommercial 2.9 cents tax	584,000.00	3,522,000.00
Total Tax Receipts	$ 302,265,000.00	$ 2,737,166,000.00
Less Reimbursement to the General Fund (Refund of Taxes and Estimated Tax Credits):		
Aircraft Use Tax	$ 1,935,590.00	$ 1,935,590.00
Aviation Fuels Commercial	0.00	82,936,280.00
Gas Retailers Tax	1,290.00	3,830.00
Gasoline Manufacturer's Tax	0.00	70.00
Aircraft Use Principal	70.00	440.00
Total Reimbursements for Tax Receipts	$ 1,936,950.00	$ 84,876,210.00
Net Tax Receipts	$ 300,328,050.00	$ 2,652,289,790.00
Interest on Investments	$ 6,513,604.78	$ 496,132,766.97
Accrued Interest Inc. 1/	86,174,180.57	418,643,281.82
NET RECEIPTS	$ 393,015,835.35	$ 3,567,065,838.79
OUTLAYS		
Interest on Refunds & Credits	$ 0.00	$ 510.00
NONEXPENDITURE TRANSFERS		
Dept. of Transportation	$ (194,976,666.00)	$ (1,798,723,332.00)
Nat'l Oceanic and Atmosp. Adm.	0.00	(14,358,500.00)
TOTAL NONEXPEND TRANSFERS	$ (194,976,666.00)	$ (1,813,081,832.00)
TOTAL OUTLAYS/TRANSFERS	$ (194,976,666.00)	$ (1,813,082,342.00)
SURPLUS/(DEFICIT)	$ 198,039,169.35	$ 1,753,983,496.79

1/ Income earned but not collected.

(Continued on the back of the following page)

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ASSETS

Undisbursed Balances:		
Avail. for Invest.	$ 27,998.76	
TOTAL UNDISBURSED BALANCE		$ 27,998.76
Receivables:		
Interest Receivable 1/	$ 418,643,281.82	
TOTAL RECEIVABLES		$ 418,643,281.82
Investments:		
U S Treasury Certificates of Indebtedness		
8-3/4% matures 06/30/89	$ 1,457,708,000.00	
8-5/8% matures 06/30/89	9,278,378,000.00	
8-7/8% matures 06/30/89	601,367,000.00	
9% matures 06/30/89	827,261,000.00	
9-1/8% matures 06/30/89	302,265,000.00	
NET INVESTMENTS		$ 12,466,979,000.00
TOTAL ASSETS		$ 12,885,650,280.58
LIABILITIES & EQUITY		
LIABILITIES		
EQUITY		
Trust Fund Equity 2/	$ 12,885,650,280.58	
TOTAL EQUITY		$ 12,885,650,280.58
TOTAL LIABILITY & EQUITY		$ 12,885,650,280.58

1/ Income earned but not collected.
2/ Does not include transfer account balances

	Current Month	Year-To-Date
UNDISBURSED BALANCES:		
Operations	$ (4,286,975.00)	$ (1,400.59)
Grants-in-Aid	(13,620,620.20)	(22,946,930.28)
Facilities & Equipment	3,700,395.56	43,668,472.03
Research Engineering Develpmnt	182,633.47	696,127.63
TOTAL UNDISBURSED BALANCE	$ (14,024,566.17)	$ 21,416,268.79
EXPENSES:		
Operations	$ 43,563,641.00	$ 320,350,182.00
Grants-In-Aid	85,020,620.20	713,787,159.60
Facilities and Equipment	70,599,604.44	641,603,901.78
Research Engineering Develpmnt	9,817,366.53	90,071,538.44
NOAA Aviation Weather Services	0.00	14,358,500.00
TOTAL EXPENSES	$ 209,001,232.17	$ 1,780,171,281.82
NONEXPENDITURE TRANSFERS:		
Dept. of Transportation	$ (194,976,666.00)	$ (1,798,723,332.00)
Nat'l Oceanic and Atmosp. Adm.	0.00	(14,358,500.00)
TOTAL NONEXPEND TRANSFERS	$ (194,976,666.00)	$ (1,813,081,832.00)